

**By Way of Camp Floyd.**—Greeley's further route westward was by way of Camp Floyd, which he describes as "on the west side of a dry valley, perhaps ten miles wide by thirty miles long, separated by high hills from Lake Utah, some fifteen to twenty miles distant on the northeast." The camp was "formed of low and neat adobe houses, generally small." The lumber for roofs and finishings had been "supplied by Brigham Young and his son-in-law, from the only canyon opening into Salt Lake Valley which abounds in timber fit for sawing." The profit on the lumber was "probably over \$50,000, the price being seventy dollars per thousand feet delivered." The total cost of the military post to the Government, was about \$200,000.\*

**The Pony Express.**—The news service between the Missouri frontier and the Pacific Coast was greatly improved in the spring of 1860, by the establishment of the Pony Express. William H. Russell of St. Louis, and associates, originated this enterprise, the purpose of which was to supply to the Great West, as far as possible, the need of the electric telegraph. The Pony Express was carried on by means of picked riders with relays of swift saddle horses, capable of making 250 miles in twenty-four hours. The ordinary mail coach could make but 100 or 125 miles in that time. This

\*Greeley's opinion of the policy that kept the Federal troops in Utah is thus set forth in the "Overland Journey": "Very general is the inquiry in the army, Why were we sent here? And why are we kept here?" "What purpose does it subserve, beyond enriching contractors and Mormon magnates, at its own cost and that of the Federal Treasury? Every article eaten, drank, worn, or in any manner bought by the soldiers, costs three to ten times its value in the States." \* \* \* I have not so bad an opinion of the Mormons as that entertained by the army. While I consider the Mormon religion, so-called, a delusion and a blight, I believe many of its devoted adherents, including most of those I have met, to be pure-minded, well-meaning people; and I do not believe that Mormons generally delight in plunder or murder. \* \* \* But I concur entirely in the conviction of the army, that there is no use in its retention here under existing orders and circumstances, and that three or four companies of dragoons would answer every purpose of this large and costly concentration of troops. The army would cost less almost anywhere else, and could not anywhere be less useful. A suspicion that it is kept here to answer pecuniary ends is widely entertained. It is known that vast sums have been made out of its transportation by favored contractors."

General Winfield Scott seems to have been of the same opinion. In his Autobiography (p. 604) he claims to have opposed the sending of the army to Utah on "the general ground of inexpediency," and especially because it was too late, when it was concluded to send them, for the troops "to reach their destination in comfort or even in safety." Scott believed that the Utah Expedition was set on foot "to give occasion for large contracts and expenditures," to "open a wide field for fraud and peculation."

innovation brought the Utah capital into a six-days communication with the frontier, and within seven days of New York and Washington. The first pony rider from the West reached Salt Lake City on the 7th of April. The first from the East arrived two days later. Both expresses had started on



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the night of April 3rd, one from Sacramento and the other from St. Joseph.\*

Burton's "City of the Saints."—Late in the summer of that year came another notable visitor to receive and record impressions concerning the people of Utah and their institutions. It was Captain Richard F. Burton, a British army officer and world-wide traveler, whose book, "The City of

\*The Pony Express carried dispatches and important letters, the rate for which was from one dollar to five dollars per half ounce. Written on the thinnest paper procurable, the messages were stowed in saddle bags, or in pouches on the person of the rider. The relays were kept at the stations of the Overland Stage Line. A horseman coming in at full gallop would jump from his jaded steed, leave it in the care of grooms waiting to receive it, and, flinging himself across a fresh mount, be off again with almost the speed of the wind. No one rider, of course, could make the through trip without sleep, and at certain points fresh riders were supplied. Fifty riders and four hundred horses constituted the entire equipment; eight messengers being kept in the saddle. While the Pony Express did not originate in Utah, the Territory furnished a full share of the riders. To secure the full advantages of the service, clubs were organized along the route—one at Salt Lake City, with Brigham Young as its president. Among the most noted of the express riders was Colonel William F. Cody—"Buffalo Bill."